

# PROBLEM OF RACES

PHILADELPHIA, April 15.—America's Race Problem proved a hard nut to crack for the learned members of the American Academy of Political and Social Science at their fifth annual convention yesterday, but they tackled it bravely, and made fine headway toward solving these problems. They first met at the Manufacturers' Club, and included in the day's program an informal luncheon, a late reception and afternoon and evening sessions, at which interesting papers were read on the races of the Pacific and the annual address on "The Causes of Race Superiority." Talcott Williams presided over the inaugural sessions, and the speakers included the Academy's president, Professor Samuel McCune Lindsay; Rev. Charles C. Pierce, the noted army chaplain from the Philippines; Dr. Titus Munson Coan of New York, and Professor Edward A. Ross of the University of Nebraska.

At the afternoon session the physical, geographic and climatic conditions in the Oriental archipelago and their influence on racial conditions were touched upon by Dr. Coan, who made the opening address and spoke mainly of the Hawaiian Islands, giving a forceful review of the history, language, arts and poetry of the Republic's proteges. Many curious facts were brought out by the speaker in regard to the population of the islands.

## INFANTICIDE IN HAWAII.

The natives, he said, formerly limited the numbers of inhabitants to the supporting capacity of the land practically by infanticide. There was no struggle for sustenance, no destructive famines, and the population was methodically kept down to the living limit, so that, outside of this barbarous practice, life on the islands reached an ideal condition. While not defending the means by which this condition was attained, Dr. Coan remarked that the question to be met in over-populated districts today was the limitation of mere quantity and the improvement of quality.

Chaplain Pierce, who was attached to General Otis' staff in the Philippines, proceeded to underline the arguments of anti-imperialists in a narration of several years' experience with the conditions in the Philippines.

"The word Filipino as popularly applied, is a misnomer," he said. "It does not designate a people, for there are eighty tribes in the islands, and the Tagals, who are carrying on the instruction, have no more right to it than others. A Filipino people cannot be said to exist, and, without it, arguments in favor of popular sovereignty have no logical standing. Such arguments seem, in my opinion, to propose giving the Tagal tribe the right to govern all the tribes on the islands."

## FACTORS IN PACIFICATION.

Dr. Pierce quoted history to prove that the Tagalos were not the original possessors of the land. Speaking of the tribes collectively, he said that they were a most hospitable people and had strong family ties. The rumor that the United States proposed to deport all captured hostiles to Guam, he said, would be an important factor in ending the fighting, so afraid was the native of being removed from his home. The Tagalos are eager for education, according to Dr. Pierce, and the liberal provision for public schools will be another factor in the work of pacification. Many amusing anecdotes were introduced to illustrate the phases of native character.

At the evening session in the New Century drawing room, President Lindsay reviewed the work of the academy during the past year. The annual address "The Causes of Race Superiority," by Professor Ross, was followed by a reception to speakers and guests. Professor Ross traced the superiority of migrating races through centuries of history, and said in part:

## CAUSES OF RACE SUPERIORITY.

The first cause of race superiority to which I invite your attention is a physiological trait, namely, climatic adaptability. Just now it is a grave question whether the flourishing and teeming peoples of the North temperate zone can provide outlets for their surplus population in the rich but undeveloped lands of the tropics. Their superiority, economic and military, over the peoples under the vertical sun is beyond cavil. But can they assert and profit by this superiority save by imposing on the natives of the tropics the odious and demoralizing servile relation? Can the white man work and multiply in the tropics or will his role be limited to commercial and industrial exploitation at a safe distance by means of a changing male contingent of soldiers, officials, business agents, planters and overseers?

The answer is not yet sure, but the facts bearing on acclimatization are not comforting to our race. Immunity from the fevers that waste men in hot humid climates seems to be in inverse ratio to energy. The French are more successful in tropical settlements than the Germans or the English. The Spanish, Portuguese and Italians surpass the French in almost every measure. When it comes to settling Africa, instead of merely exploring or subduing it, the people may unexpectedly change their roles. With all their energy and their numbers, the Anglo-Saxons appear to be physiologically ineffectual and incapable of making of Guiana or the Philippines a home such as they have made in New Zealand or Minnesota. In the tropics their very virtues—their push, their uncompromising standards, their aversion to intermarriage with the natives—are their destruction.

Omnibus, on the other hand, is the extraordinary power of accommodation enjoyed by the Mongolians. Says Professor Ripley: "The Chinese succeed in Guiana where the white man cannot live, and they thrive from Siberia, where the mean temperature is below freezing, to Singapore on the equator." There are even some who believe that the Chinaman is destined to dispossess the Malay in Southwestern Asia and the Indians in the tropical parts of South America.

## HANDICAPS OF THE WHITE MAN.

There is, indeed, such a thing as acclimatization, but this is virtually the creation at a frightful cost of a new race

variety by climatic selection. We may, therefore, regard his lack of adaptability as a handicap which the white man must ever bear in competing with black, yellow or brown men. His sciences and inventions give him only a temporary advantage, for as the facilities for diffusion increase they must pass to all. Even his educational and political institutions will spread wherever they are suitable. All precedence founded on the possession of magazine rifles or steam, or the press, or the Christian religion, must end as these elements merge into the all-embracing, everywhere diffused, cosmopolitan culture. Even the advantage conferred upon a race by closer political cohesion or earlier development of the State cannot last. Could we run the coming centuries through a kinesiograph we should see all these things as mere clothes. For in the last analysis it is solely on its persistent physiological and psychological qualities that the ultimate destinies of a race depend.

The next truth to which I invite your attention is, that one race may surpass another in energy. The average of individual energy is not a fixed race attribute, for new varieties are constantly being created by migration. The voluntary unassisted migrations of individuals to lands of opportunity tend always to the upbuilding of highly energetic communities and peoples. To the wilderness go not the brainiest or noblest or highest bred, but certainly the strongest and the most enterprising. The weakling and the sluggish stay at home or, if they are launched into the new conditions, they soon go under. The Boers are reputed to be of finer physique than their Dutch congeners. In America before the days of exaggerated immigration the emigrants were physically taller than the people from which they sprang, the difference amounting in some instances to an average of more than an inch. By measurements taken during the Civil War the Scotch in America were found to exceed their countrymen by two inches. Moreover, the recruits hailing from other States than those in which they had been born were generally taller than those who had not changed their residence.

## STIMULATED BY DEMOCRACY.

There is no doubt that the form of society which a race adopts is potent to arrest or to release its energy. In this respect Americans are peculiarly fortunate, for their energies are stimulated to the utmost by democracy. I refer not to popular government, but to the fact that with us social status depends little on birth and much on personal success. I will not deny that money, not merit is frequently the test of social standing and that Titania is often found kissing "the fair long ears" of some Bottom; but the commercial spirit, even if it cannot lend society nobility or worth, certainly encourages men to strive.

Without a social ladder, without infection from a leisure class that keeps up its standard of comfort, a body of yeomen settling in a new and fertile land will be content with the simplicity and rude plenty. A certain sluggishness prevails row among the Boers, as it prevailed among the first settlers beyond the Alleghenies. If, on the other hand, there is a social ladder, but it is occupied by those of a military or hereditary position, as in the Spanish communities of the Southwest, there is likewise no stimulus to energy. But if vigorous men from new communities in close enough touch with rich and old communities to accept their exacting standards of comfort, without at the same time accepting their social ranking, each man has the greatest possible incentive to improve his condition. Such has been the relation of America to England, and of the West to the East.

This is why America spells opportunity. Inspired by hope and ambition, last two generations of Americans have amazed the world by the breathless speed with which they have subdued the Western half of the continent and filled the wilderness with homes and cities. Never has there been such prodigious progress, such miracles of enterprise, as the creation within a single lifetime of a vast, ordered, civilized life between the Mississippi and the Pacific. Witnessing such lavish expenditures of human force, can we wonder at American "push," American nervousness and heart failure, at gray hairs in the thirties and old age in the fifties at our proverb, "Time is money," and at the ubiquitous American rocking chair or hammock which enables a tired man to rest quickly?

Free institutions and universal education have keyed to the highest tension the ambitions of the American. He has been chiefly farmer and is only beginning to expose himself to the deteriorating influences of city and factory. He is now probably at the climax of his energy, and everything promises that in the centuries to come he is destined to play a brilliant and leading role on the stage of history.

## THE PROGRAM FOR TODAY.

"The Race Problem of the South" will be discussed at today's afternoon session in New Century Drawing Room. Presided at by Colonel Hillary A. Herbert, ex-Secretary of the Navy, President George T. Winston, of the North Carolina College of Agriculture, and Professor W. E. Burghardt DuBois, of Atlanta University, will present the arguments. At the closing session tonight Provost Charles C. Harrison, of the University of Pennsylvania, will preside and Senator Orville H. Platt, of Connecticut, will speak on "Our Relations to the People of Cuba and Porto Rico." "The Spanish Population of Cuba and Porto Rico" will be the subject of Chas. M. Pepper's address.

## April Planters' Monthly.

The Hawaiian Planters' Monthly for April is just out. It has a well-assorted number of articles on the sugar industry of the Hawaiian Islands, the mills, plantations and methods of cultivation. The monthly contains the following:

Stock List.  
Notes on Current Topics.  
A Model Sugar Mill.  
Infertility of Soil.  
England and Her Free Sugar System.  
Plants Sent by Mail.  
The Holocaust of Hawaiian Postage Stamps.  
The Labor Question in Queensland.  
Rational Manuring on Hawaiian Sugar Plantations, From a Practical Standpoint.  
Forests and Rainfall.  
Sugar as Food.  
Arsenicated Sugar.  
West India Committee.  
Wireless Telegraph Between Belgium and England.  
The Sugar Cane Borer.  
What's a Mule Fit For?  
The International Cable Network.  
Predicting Storms.  
Cultivation of Sugar Cane in Queensland.  
Feeding the Orient—Opening for Farm Products in the Far East.  
Pure Food Bill.  
The Pineapple Season.  
Story of the Seedless Orange.  
Temperature at Honolulu.  
Record of the Rainfall at Honolulu for the Past Seventeen Years.

## Shipping Notes.

The *Makahala* arrived from Makahala with 5,000 bags of sugar for Alexander & Baldwin, and the following passengers: Mrs. H. Cook, C. Hanning, Captain Robinson, Ah Hui, and wife and four children, and 11 deck passengers. The American schooner *Columbia*, Captain Sprague, 4 days from Newcastle, arrived off port yesterday morning and anchored. She called for orders and will be sent, probably, to Eleese to discharge her cargo of coal.

Notice has been received by the post-office authorities to the effect that no more mail will come to Honolulu on the transports for some time. Transports bound for Manila from the Coast will go to the Philippines direct hereafter. Honolulu will feel the absence of this transport mail service, and the regular mail boats, when they land their mail here will be apt to swamp the postoffice.

Sugar awaiting shipment on the island of Kauai amounts to 71,300 bags. While the *Makahala* is in port Captain Winslow will muster his men twice daily, and will keep a careful record of all members of the crew who are Chinese. If any Chinese are missing at any time Collector Stackable will be promptly notified. There are no Chinese aboard who have not been enlisted in American ports, and the men will be permitted to come ashore.

The next mail from the Coast will probably bring the news of the arrival of Captain Merry, from Guam, at that port.

The *Solace*, on the voyage down from the Coast, spoke the four-masted bark *Olympic*, which sailed hence on the 18th for San Francisco with sugar, after being visited by the *Solace*. The *Solace* spoke her in latitude 21° north, longitude 154° west. Captain Gibbs asked Captain Winslow to report him here.

The new American schooner *Admiral*, Captain J. J. Jones, arrived here from Newcastle on Saturday morning, after a good trip of only forty-two days. Murton, a member of the crew, was in irons, charged with mutiny at sea. Murton had trouble with the second mate and the captain siding with his officer, the man afterwards included the captain in his attempts to get satisfaction for what he considered his wrongs. The sailor made an attempt to smash the captain's head, and the captain pulled a gun and discouraged any such ideas. He then ordered the man to be put in irons. The man will be tried here.

Schooner *Manila* sailed for the Sound in ballast on Saturday.

The *Zealandia* sailed for San Francisco on Saturday with 22,000 bags of sugar, 1,000 bunches of bananas, and 1,000 bunches of hides. The following were passengers: F. J. Maduro, Mariano Abril, W. J. de Gear, Major Ennis, F. Dohman Jr., L. G. Bees, W. F. Gunn, Captain Fuller, W. B. Smith, Wray Taylor, J. F. Pierce, Hon. George D. Gear, Mr. Smith.

The *Lyman D. Foster* is reported to have waited at Kananapali for two weeks; first for a crew, and then for an opportunity to get to sea.

Paymaster Phillips, who arrived on the *Solace*, enters upon his new duties today. Many Japanese went to the Coast on the *Zealandia* on Saturday to work on the railroads. The *Kinu* arrived from Hilo and way ports earlier than was expected on Saturday. She brought 25 head of cattle, 90 hogs, 45 sacks of taro, 12 sacks of corn, and 250 packages of sundries. She reports the following sugar on hand: 7,900; Hakalau Plantation, 15,000; Lapaohoe Sugar Company, 17,000; Okaia Sugar Company, 12,000; Paunahau Mill, 10,000; Kukaia Mill, 6,000; Honokaa, 10,000; Kukuihaele, 10,000; Hamakua Mill, 1,500; Punaluu, 15,000; Honuaea, 15,000.

The *Kinu* brought the following passengers: L. A. Andrews, Miss A. M. Reynolds, E. H. Bryan Jr., C. Weatherwax, W. G. Hyman, I. M. Hatch, E. E. Paxton, D. A. Cox, Joe P. Sisson, James P. Sisson, William McKay, J. Collins, J. H. Adams, George B. Curtis, A. W. Richardson, C. G. Kinney, Capt. H. E. Soule, S. Decker, W. Awana, W. F. Drake, J. McCabe, Mrs. A. Clarke, C. Afong, H. M. Pembroke, C. L. Chan, D. J. Costello, T. A. Akana, R. A. Woodward, Mrs. Atcock and child, Geo. Hammer, D. J. McKay, J. S. McCandless, George Booles, J. Bowler, G. P. Petersen, Major George Wood, C. A. de Cew, F. J. Cross, and 96 deck.

## Steamers From Kauai.

Early yesterday morning the steamer *W. G. Hall* arrived from Nawiliwili with 4,100 bags of K. P. sugar for H. Hackfeld & Co., and 1,900 bags of G. & R. sugar for H. Waterhouse & Co.

The following passengers arrived on the *Hall*: C. A. Rice, Washburn, Richardson, Mr. Hibby, Mrs. Bush, Miss K. Trask, Monarratt, H. Isenberg, A. Isenberg, W. F. Love, Mrs. A. Ludloff, J. K. Malao, Mrs. Malao, J. Gerwin, C. K. Bishop, Mikado, Ball Young, Young Fat, and McNichols and wife, and 29 deck.

The *Waialeale* arrived from Kauai with 3,500 bags of sugar, and the James Makee came in from Kapaa, Kauai. The *Waialeale* went to Kauai on her last trip, with Porto Rican laborers. The *Makahala* has trouble with her donkey engine at Waimea. She reports the man with the smallpox on the island of Kauai as very much improved and out of danger, although still quarantined. There had been no other cases reported. Good weather prevails on the Garden Isle.

## For the Coast Trade.

San Francisco ship owners have every faith in the future of the "wind jammer," and in consequence almost every shipyard along the coast is rushed with work. Matthew Turner is busy at Benicia on another of "the last I will build." This time it will be a handsome four-masted barkentine of 1,100 tons burden. She will be 220 feet long, 42 feet beam and 17 feet deep. Her sail plan will be peculiar, as she will carry no gaff topsails. Stay-sails will take their place. The new vessel has not been named, and Captain Turner says he will not fix a name until the last moment.

Hay & Wright have launched the four-masted schooner *Mindoro*. She is 175 feet long, 25 feet 6 inches beam and 14 feet deep. She is 700 tons burden.

## CAUGHT A DREADFUL COLD.

Marlon Kooke, manager of T. M. Thompson, a large importer of fine millinery at 1653 Milwaukee avenue, Chicago, writes: "During the late severe weather I caught a dreadful cold which kept me awake at night and made me unfit to attend my work during the day. One of my milliners was taking Chamberlain's Cough Remedy for a severe cold at that time, which helped to relieve her so quickly that I bought some for myself. It acted like magic and I began to improve at once. I am now entirely well and feel very pleased to acknowledge its merits." For sale by Benson, Smith & Co., Ltd.

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